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THE DISCOVERY
OF
HUMBOLDT BAY
CALIFORNIA.

P. 1569.

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etc., etc.*

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THE DISCOVERY OF HUMBOLDT BAY.

GEORGE DAVIDSON

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THE EXPLORATIONS OF CABRILLO AND FERRELO, 1542-3.

The earliest explorers along the Pacific Coast of the United States were Cabrillo and his second in command and successor, Ferrelo.*

In November, 1542, Cabrillo was driven from sight of the wooded, high shoulder of land behind Fort Ross, in latitude $38^{\circ} 30'$ north, by a heavy southeast storm. As he was forced seaward, he probably had a faint view, through the gathering clouds and mist, of the wooded Coast Range of mountains, about twenty-two hundred feet elevation, extending further to the northward; but he did not see the comparatively low, terraced projection of Point Arena, in latitude $38^{\circ} 57'$ north. After the storm he directed his course to the eastward, and made the same "landfall"; then continued his voyage southward to his winter anchorage in "la Puerto de la Posesion" (Cuyler's Harbor), a slight indentation in the northern shore of San Miguel Island, the westernmost of the Santa Barbara Islands. Here the heroic navigator died.

Ferrelo succeeded to the command of the Expedition, and in January, 1543, he sailed once more for the northwest coast. He made the old "landfall" of the wooded high shoulder,

* "An examination of some of the early Voyages of Discovery and Exploration on the northwest coast of America, from 1539 to 1603. By Prof. George Davidson, A.M., Ph.D., Assistant United States Coast and Geodetic Survey." Appendix No. 7, Report of the Superintendent for 1886. Separate Edition. Washington: Government Printing Office. 1887.

more than one thousand feet above the sea, which Cabrillo had named "el Cabo de Pinos," and which is today the mark for making the Fort Ross anchorage. This time he saw Point Arena, but he was again driven off shore before a terrific gale from the southeast, and was probably forced as high as latitude $42\frac{1}{2}$ degrees, but at a distance of not less than seventy or eighty miles from the Coast line. He encountered gale after gale, his vessels had been separated, and he was finally compelled to steer southward so soon as the wind changed, which was on the last day of February. He directed his course toward the land, and again made the mountains behind Fort Ross; thence he continued to the southeastward in sight of the land.

It is generally assumed that Cabrillo reached a latitude north of Cape Mendocino, and that Ferrelo reached as high as 44° ; both in sight of the land. The foregoing explanation from their narratives nullifies these assumptions, and proves that they cannot have seen even the high land near Humboldt Bay.

THE RECONNAISSANCE OF FRANCIS DRAKE, 1579.

On the 5th of June, 1579,* Francis Drake, in the Golden Hinde, made the Oregon Coast in the vicinity of Rogue River, in $42^\circ 30'$ north, and anchored in a "bad bay" in latitude 42° , our Chetko Cove, at the frequently closed mouth of the Chetko River, Oregon, in latitude $42^\circ 02\frac{1}{2}'$. Forced from this dangerous anchorage by "many extreme gusts and flaws" of wind, and by the "most uile, thicke, and stinking fogges," he sought a safe anchorage further southward.

Robert Dudley (Duke of Northumberland when in Italy), in his manuscript chart, * lays down Drake's shore line from the Rogue River (Rio de los Todos Santos) to his anchorage in 38° , and further southeastward. Drake was twelve days, with presumably favorable winds and moderate weather, sailing along the coast by day, and laying to at night; full of anxiety, and keenly alert to find a convenient harbor where he could

* "An Examination," etc., also "Identification of the Anchorage of Francis Drake on the Coast of California in 1579, by George Davidson, Ph.D., Sc.D., Assistant United States Coast and Geodetic Survey." Published by the California Historical Society. San Francisco: 1890.

heave down his vessel and stop her leaks, as well as lay in a fresh store of provisions and water. The coast he traced is bold, compact, and nearly straight between controlling headlands; and to the southeastward of Crescent City Reef, in Latitude $41^{\circ} 50'$, it is almost free from dangers except those close in shore. Drake could thus safely reconnoitre the shores at a distance of two or three miles, except at Blunt's Reef off Cape Mendocino, in latitude $40^{\circ} 26'$. Under Trinidad Head, in latitude $41^{\circ} 03'$, he would be attracted closer in shore by the prospect of a harbor, and by the low, sandy and slightly retreating shore, with retreating hills to the eastward and southeastward. From the masthead he may have seen the extensive waters of Humboldt Bay over the narrow and comparatively low sand dunes near the entrance; but he certainly could not determine the entrance, because at the very opening between the low sand spits it is masked by the bright face of Red Bluff, ninety-six feet high, standing square abreast and inside the mouth at less than half a mile therefrom. In the stretch between Trinidad Head and Cape Mendocino, the discolored waters passing through the clear ocean waters would indicate the existence of rivers or bays; but Mad River, north of the Bay, and Eel River, to the south of it, do not offer any well defined marks to betray their entrances to the navigator.

Whatever Drake's own narrative may have related can probably never be known; the narrative of Francis Fletcher, the chaplain of his expedition, is very unsatisfactory, because it gives no particulars whatever of this diligent and vital search of three hundred miles for a harbor of refuge. The manuscript chart of Dudley deals very little in details until it reaches Drake's Bay, except giving the "Rio de los Todos Santos," in latitude $42^{\circ} 30'$, the magnetic variation of eleven degrees northeast in $42^{\circ} 05'$, a broad deep estuary just under 41° running east, the notes "The coast is dangerous" in $40^{\circ} 40'$, and "The land is high" in $40^{\circ} 22'$ some distance inland; while the high rounding head of Cape Mendocino is prominently displayed and doubly named in latitude 40° . North of this cape there is a deep, broad recession of the coast line to the eastward, in the relative situation of the low country of Eel River Valley and Humboldt Bay, with a small river entering into the sea in the deepest part of the bight. To the southward of Cape Mendocino the shore recedes to the east, with a mountain (King Peak, 4,256 feet elevation,) depicted

near the shore in the deepest part. Except the outlining of the coast, any attempt to give the details is rarely exhibited, and few names are employed. In latitude $39^{\circ} 20'$ we find a second record of the magnetic variation of ten and a half degrees to the northeast.

While the large estuary under latitude 41° may be said to indicate a large bay, and the deep bight north of Cape Mendocino may indicate an appreciation of an open bay, yet neither can be strained to grant any claim to the discovery of the land-locked waters of Humboldt Bay to Drake.

THE EXPLORATIONS OF VIZCAINO, 1602-3.

In January, 1603, Vizcaino was up with Cape Mendocino in very heavy weather, and unable to take an observation for the latitude ; and in his doubts he applies the name to the wrong cape. His narrative requires a personal acquaintance with the coast to arrive at its true interpretation. The general chart compiled from his plans is likewise misleading in the absence of parallels of latitude, or even a proper scale. Nevertheless, from a personal knowledge of the coast, I am enabled to establish upon this chart the position of Cape Mendocino proper with certainty ; also the high country at and immediately behind Trinidad Head, and the rocky shore to the northward. Between Cape Mendocino and Trinidad Head the hitherto straight and unbroken shore line from the southeastward retreats sharply to the east and northeast, with a large river from the northeast emptying into the northeastern and deepest part of this great bight. The heavy weather kept Vizcaino's own vessel at a prudent distance from the shore, and he was almost certainly unable to distinguish an entrance through the low line of nearly straight sand beach which extends for miles near the mouth of the Eel River, and for more miles to the northward of Table and Red Bluffs. As mentioned in my memorandum of Drake's exploration the entrance to Humboldt Bay is masked by Red Bluff ; and the entrance to Eel River, with the uniformly low lands adjacent, cannot be made out by a stranger.

There is quite a broad, low, flat valley through which the Eel River comes ; and the high hills retreat some miles to the eastward of Table Bluff, at the southern limit of Humboldt

Bay. To the north of Red Bluff there is a comparatively broad, low valley, extending eastward and northeastward from the low shores of the upper area of the bay. Through this valley flow Little River and Mad River; which latter in its passage to the ocean skirts the northern reach of the low, marshy arm of the upper bay, and at one time emptied into Humboldt Bay, where it now has connection therewith by Mad River slough. To the north of Mad River, and behind Trinidad Head and the rough shore to Rocky Point, the mountains rise to 3010 feet (Trinity) at seven and a half miles, and to 4050 feet (Hoopah) at sixteen miles from the sea. These are some of the prominent physical features as we see them today.

The chart of Vizcaino which I have obtained from the State Department at Washington, although on quite a small scale, exhibits the following facts: at fifteen or twenty miles south-eastward from Cape Mendocino proper is the note, "the coast that lies between the Rio Grande Sebastian [Tomales Bay] and the Bahia Grande del Cabo Mendocino," off Cape Mendocino proper, in about latitude $40^{\circ} 12'$; no name is given to designate this headland, but the note states it to be "a coast of rugged barrancas." Just north of this cape there is a decided retreat of the shore to the east and northeast for more than twenty miles, with a great river opening into the northeasternmost part. Abreast the eastern part of this bay is its name, "B. GRANDE CERCA DEL CABO"; at the northwest point of the bay which I assume and believe to be Trinidad Head is its name "P^a de la B^a Grande"; and at the great river to the northeastward is the explanation, "Aunque este rio corra algunas leguas de N. S. como dicen, no puede tener su nacim^o al N. porque tendria breve término p^a sertain canduloso." North of the point of the Great Bay "the coast is rocky," and at Vancouver's Rocky Point, north of Trinidad Head, Vizcaino erroneously lays down "C. MENDOCINO" in latitude 41° , with the note, "the lands of the Cape are whitish, and snow mountains"; beyond this Cape the coast line is drawn sharply to the northeast with the explanation, "the coast which runs to Cape Blanco." Vizcaino was misled by his pilots as to the reputed latitude of Cape Mendocino, they believing it to be north of latitude 41° . The last note we have quoted explains why the river emptying into "the Great Bay" could not have its source far to the north.

While this somewhat extended explanation demonstrates that Vizcalno discovered and plotted a great indentation or bay north of Cape Mendocino, and applied a characteristic name to it, Bahia Grande del Cabo Mendocino, he did not give to it the distinguishing characteristic of the long narrow barriers of sand dunes, in places covered with pines; and the narrow entrance between the low sand spits to the quiet waters of the present bay. It is too extravagant a conjecture to suppose that the bay was then a great open bight or gulf, such as he actually portrays it. We are therefore compelled to deny to him the priority of the discovery of the much smaller Humboldt Bay as it is known today.

SUBSEQUENT SPANISH EXPLORATIONS TO 1790.

After the remarkable exploration of Vizcalno, which in the main gave a wonderfully well delineated coast from Cape San Lucas to latitude 41° , Spanish voyages of discovery upon this coast lay in abeyance for one hundred and sixty-six years, to the times of the missionary enterprise, or to one hundred and seventy-one years, to the time of Perez. During this period chart makers reduced the discovered part of the coast to a vast island, separated from the mainland by the Vermillion Sea or the Gulf of California.

The voyages of Don Juan Perez in 1774; Don Bruno Hezeta and Don Juan Francisco de la Bodega y Quadra in 1775, with their pilot, Don Francisco Antonio Maurelle; Bodega and Don Juan Ignacio Artega in 1779; Don Estevan José Martinez and Don Gonzales de Haro in 1778; Don Salvador Fidalgo in 1779; and Don Manuel Quimper and de Haro in 1790, give us little of details of the coast south of the Strait of Juan de Fuca; they even failed to enter the Columbia River. Their efforts were farther north, and probably prompted in some measure by the Russian discoveries of the Alaska coast by Bering and Chirikof in 1741. At any rate, they give us no report of the existence of Humboldt Bay, although Bodega discovered and named Trinidad Bay, where he remained nine days, and made valuable observations of the tides, habits and customs of the natives, etc. During these many voyages of exploration, Bodega Bay was the only other discovery within

the limits of California. San Francisco Bay was discovered by the land expedition of Portalá in 1769, and the site of San Francisco was occupied as a Presidio and Mission, and was the northernmost seacoast settlement of Spain.

THE VOYAGES OF DISCOVERY OF VANCOUVER,
1792, '93.

In April, 1792, Vancouver followed the California coast northward from latitude $38^{\circ} 15'$, but he never saw Humboldt Bay. His chart exhibits the ship's course as lying about ten miles from the coast north of Cape Mendocino, beyond which it shows no notable recession of the shore line; in fact, it depicts mountains close down to the sea.

His narrative (Vol. I, p. 200) says, that "from Cape Mendocino the coast takes a direction N. 13 E.; along which we ranged at a distance of about two leagues. After passing the above islets [off Cape Fortunas or False Mendocino], the shores became straight and compact, not affording the smallest shelter; and, although rising very gradually from the water's edge to a moderate height only, yet the interior country was composed of mountains of great elevation.***"

"The coast we passed this afternoon [April 1792,] seemed to be defended by a sandy beach; but the evening brought us to a country of a very different description, whose shores were composed of rocky precipices."

On the 2d of May, 1793, he made the California coast near the "promontories of Cape Mendocino," and sailed past that headland towards Trinidad Head. "The land was in sight, but was so covered with haze, that its parts could not be distinctly discovered." Vol. II, p. 239.

He reached Trinidad Bay or "Nook," as he calls it on page 244, and anchored in eight fathoms of water.

On his general chart he gives the sub-chart of Trinidad Bay, with the geographical position of his anchorage:

Anchorage.	{	Latitude, $41^{\circ} .03'$ N.
		Longitude, $236^{\circ} .06'$ E.
		Variation, $16.00'$ E.

to which I shall have to refer.

RUSSIAN ENTERPRISES, 1803-1806.

Some years after the occupation of Sitka or New Archangel, by the Russian American Company, the Governor, Baránof, was anxiously looking toward California not only as a Sea Otter region, but as possibly affording the means of obtaining supplies and provisions for the vessels and stations of the Company in the North Pacific. The yearly supplies came by vessels from Russia *via* Cape Horn, and in some seasons there was a probability of failure or short allowance. Moreover, there seems to have been a deep purpose to secure a foothold upon the California Coast.

On the 14th of October, 1803, Captain O'Kain was at Kadiak in the ship "Boston."* Baránof joined with him for a voyage to California, and gave him twenty bidarkas under the leadership of S'hoetzof, who was instructed to report upon the places where sea otter were found. Baránof wanted to get acquainted with the inhabitants of California, and to learn what influence the Americans had. On the 26th of October the Boston sailed from Kadiak for California, visited San Diego, and then San Quentin in Lower California, and at the latter place hunted sea otter until March 1, 1804. Eleven hundred sea otter skins were secured and brought to Kadiak. S'hoetzoff reported that O'Kain traded on his own account, and sold seven hundred sea otter skins to the missionaries and soldiers for three dollars per skin.

The vessel is elsewhere reported to have hunted inside the Bay of San Francisco.

Tebénkof speaks very circumstantially of a Russian vessel being in Port San Quentin, in Lower California, in 1805, but the Spanish and Mexican Archives in the United States Surveyor General's Office for the District of California, as quoted by Davis, indicate that in 1804 a Russian vessel was in that Port. Davis, in his "Sixty Years in California," page 610, says the "O'Kain, (Am. vessel,) 60 men, 15 canoes, 5 boats, and 16 guns went into San Quentin for repairs and provisions, when ready was ordered off the Coast, but stayed until she had killed all the otter from Rosario to Santo Domingo. Mar.

* Biography of Alexander Andreievitch Baránof, Governor General of the Russian Colonies in America, by Kiryll Khlebnikof. St Petersburg, Navy Printing Office, 1853.

24th. O'Kain, Captain." Port San Quentin is in latitude 30° 24' north, and nearly 150 miles southeast of San Diego.

In October, 1805, the Russian Chamberlain, Nicolai Petrovich Resánof, who had arrived in Sitka in September, 1805, to investigate the affairs of the Russian American Company, purchased from Captain John D. Wolfe the Juno, of more than two hundred tons; and on 8th of March, 1806, accompanied by the naturalist Langsdorf, sailed down the Coast. After several attempts he failed to enter the Columbia River. Petroff says there is authority in the Russian records for saying that Resánof tried to enter Humboldt Bay, but failed. Langsdorf does not mention that fact, but states that on the 5th of April he entered San Francisco Bay, where he spent two months in securing the much needed supply of provisions for Sitka and Kadiak.

Of this expedition Khlebnikof says, that on the 28th of September Resánof purchased the ship Wolf, changed her name to "Juno," and appointed Khoostof to the command, who sailed from Sitka February 28, 1806, for San Francisco. There Resánof purchased provisions from the Missions, left the bay on the 10th of May, and reached Sitka June 8th. He elsewhere says that on the 26th of February, 1806, Lieutenant Khoostof, in the Juno under his command, left Sitka for San Francisco.

In "The Voyages and Travels in Various Parts of the World, during the years 1803, 1804, 1805, 1806, and 1807," by G. H. Von Langsdorf,* incidental reference is made to another vessel which was fitted out for hunting on the California Coast. The author gives a full account of his voyage to San Francisco in the Juno, and when the vessel returned to Sitka he writes as follows, on page 487: "During our absence, (March 8th to June 5th) a ship had arrived at Sitka from Boston, in New England, under the command of Captain Winship. With this captain the Russian-American Company had made an agreement that he should have fifty-two bidarkas, and more than a hundred Aleutians at his disposal, to accompany him to the coast of New Albion, north of the Spanish settlements, and catch a cargo of sea otters at half (sic) the usual price. Thus did the Russians endeavor to supply their want of ships and men, and to extend by new means the circle of their valuable fishery for sea otters."

* Edition published at Carlisle: 1817.

Khlebnikof gives a somewhat different account of this voyage. While Resánof was in California, Captain John Winship came to Sitka on the 6th of May, 1806. "With this commander Baránof made a contract to hunt sea otter for the colony, under condition that he should take with his vessel fifty bidarkas under command of S'lobodshikof, to hunt along the coast of California. The time to be occupied by this expedition was from ten to fourteen months. In accordance with the contract they went to the California coast and hunted sea otter, and then went to an island near by named, Cerros, (latitude 28° 02' N.; longitude, 115° 23' W.) There misunderstandings arose between Winship and S'lobodshikof, and in consequence S'lobodshikof bought a small schooner from some Americans for one hundred and fifty sea otter skins, and named her the "Nicolai." He sailed with a crew of two Americans and three Kanakas for the Sandwich Islands, and from there returned to Sitka in August. Shortly after him, Winship also returned to Sitka in the month of September, 1807. His whole catch consisted of 4,820 sea otter of all grades, which he disposed of to good advantage."

* * *

These statements clearly indicate that besides the Juno another vessel had sailed that season for the coast of California, and in the small volume of Patterson's narrative* I find the following memorandum of the "Ship O'Kain" in 1806: "In the spring took 120 Indians and 75 canoes, and sailed for the coast of California. After a pleasant voyage we arrived. We dispatched our Indians in their canoes in a party on their business."

According to the Spanish Archives at San Francisco, the O'Kain had for master José O'Kain, and she was in San Luis Obispo Jan. 2, 1806.†

There thus appears a discrepancy in the name of the commander or captain of this vessel and party, and of the vessel herself, but I have not the means to settle the question.‡

* Narrative of the Adventures and Sufferings of Samuel Patterson, experienced in the Pacific Ocean, and many other parts of the world, with an account of the Feejee and Sandwich Islands. From the press in Palmer, May 1, 1817.

† Sixty Years in California. Davis.

‡ In his enumeration of the sea otter captured on the California Coast, 1809-1812, Khlebnikof has the item: "1809, Captain John Winship, ship 'Ocean,' fifty bidarks, 2782 skins for the company."

THE BAY OF RESÁNOF: WINSHIP, 1806.

In the explanatory volume * of the charts in the great atlas compiled by Tebénkof, in 1848,† I find the following description of the sub-chart of the general chart XIII, on page 42:

“About eight and a half miles from the port of Trinidad [to the southward] is found the entrance to the Bay of Indians, called the entrance of Resanof. According to the Colonial Documents of the Russian American Company, it appears that it was discovered by citizens of the United States. In 1806 there was in it (on an American vessel), under the command of [Jonathan] Winship, a sea-otter party of Aleutes [with fifty baidarks], under the leadership of Slabodtshikoff, which was met by the Indians inimically. This bay has not been carefully surveyed, but it is known that it is of considerable size; and somewhat resembles the Bay of San Francisco, except that the entrance to it for vessels of large class is not convenient, and with strong southwest winds it is even impassable for any kind of vessel. The depth [of water on the bar] at the entrance is two fathoms, and then the ocean swell breaks on the bar.” The words in [] are mine.

On page 5 of the appendix he gives the geographical position of the south point of the entrance as latitude 40° 55'.4 north, and longitude 124° 08'.0 west of Greenwich, and the authority for this position “Vancouver,” who had never seen the bay.

The chart XIII of Tebénkof's great atlas gives the relation of the Bay of Resánof to Cape Mendocino and Trinidad Head, together with the geographical position of the south point of the entrance, latitude 40° 55'.4 north, longitude 124° 08' west of Greenwich, and the variation of the compass 17° east, without date, but probably about 1848. The soundings in the entrance to the Bay show two and a half fathoms of water, with heavy breakers on the southern side of the channel; the direction of the channel is that which prevails at the present time, and is peculiar as opening directly against the strong summer winds

* Title translated: “Hydrographic Notices / to the / Atlas / of the North West Coast of America, / Aleutian Islands, and other places / in the Northern Pacific / Ocean. / Captain of the First Rank Tebenkof. / Knowledge is power. / Saint Petersburg. / At the Printing Office of the Naval Cadet Corps. / 1852.”

† The cartographer of the atlas at New Archangel was Kadin; and the engraver on copper a very ingenious mechanic, Kusma Gregorevitch Terentchef.

and swell ; the locations of the Indian villages are the same as we found them thirty-nine years ago ; and the soundings up the bay to the northward, to the location of Eureka with Indian Island directly abreast of it, show nearly the direction of the present main channel. There is a small stream which enters the northeast part of the upper bay, that may be intended for Eureka slough. The vessel anchored in the main channel abreast the southern end of Indian Island. The southern area of the bay is shown, and the relations of both parts of the bay and the shore of Red Bluff to the entrance are plain and satisfactory.

Trinidad Head is well represented, and so is Little River. The distance of this head from the entrance to the bay is eight and a half miles by the given scale ; but it is seventeen and a half miles on the chart of the United States Coast and Geodetic Survey.

With the present note I offer a photograph of the Bay of Resánof, as published by Tebénkof, and the same size as the original. The scale is given as one mile to a little less than three-quarters of an inch, (0.735 inch). Notwithstanding the error of distance the bay is at once recognized as that of Humboldt, and if we suppose the scale to have been given erroneously, and to have been two miles to three-quarters of an inch instead of one mile, the distances and the size of the bay become very close to the recent surveys.

Tebénkof's Trinidad Head and Bay had a very familiar look to me, and upon examining Vancouver's Atlas, I found that it was a reduction of Vancouver's sub-chart, which extended southward to Little River, the Rio de las Tortolas of Heceta and Bodega in 1775. If the error in the scale of the chart be rejected, then we may suppose that the latitude and longitude of the south point of Humboldt entrance were determined by estimation from Trinidad, or possibly by dead run from the bar to Trinidad, when the vessel would have the littoral current setting her northward, and with a very light air this would account for the error. On page 5 of the appendix to his Hydrographical Notices, Tebénkof gives the geographical position of Trinidad, latitude $41^{\circ} 03'.0$ north ; longitude $124^{\circ} 10'.0$ west of Greenwich, as already stated. On his sub-chart of Trinidad Bay, Vancouver gives the latitude of the anchorage $41^{\circ} 03'$ north ; longitude $236^{\circ} 06'$ east of Greenwich, and the variation $16^{\circ} 00$ east (1793).

In the Bay of Resánof the anchorage of Winship's vessel is placed near Indian Island, and we are hardly justified in assuming that he had made observations for latitude at the south point of the entrance; and if we assume that he made them at his anchorage, the reference to the south point must have been by estimation.

It is, therefore, a fair presumption, that if any determination of latitude was made by Winship it was rejected by Tebénkof, (who probably had Winship's log before him,) in favor of that given by Vancouver for Trinidad, which controlled the situation.

In addition to the chart from Tebénkof I append a copy of part of the manuscript chart of Dudley from Drake's voyage down the Coast: and also a copy of that part of Vizcaino's chart which embraces the Coast from latitude 38° northward. He has no parallels of latitude, and these I have added. Both copies are on the same scale as the originals. I also give a reduction of the Humboldt Bay Chart of the United States Coast and Geodetic Survey, and the shore line thence to Trinidad Head; and a view of the Coast which I made in 1870 from a point four or five miles outside the entrance to the Bay. In this view I introduce a tug and the vessel she is towing inside the Bay, to demonstrate the difficulty of recognizing the Bay from the deck of a vessel.

In the first edition of the Coast Pilot of California, Oregon, and Washington, written 1854-58, and published as a whole in 1858, I have given the description of the Bay of Resánof from Tebenkof, and also in the three succeeding editions of 1862, 1869, and 1887-9. In 1851, '53, and '54 I was in the Bay, and it was in one of these years that I obtained from the Indians their name of the Bay as Qual-a-wa-loo.

RÉSUMÉ OF THE EARLY AUTHORITIES.

We have thus seen that the earliest Spanish navigators, Cabrillo and Ferrelo, failed to see the land as far north as Cape Mendocino; that Drake merely indicated a receding shore north of Mendocino; that Vizcaino, or his second in command, placed a "Great Bay" just north of Cape Mendocino, without the peculiar land-locked characteristics of the present Bay; that Bodega, who surveyed Trinidad Bay in

1775, and who there discovered the peculiar type of our tides, and who had much intercourse with the natives, failed to see or learn of its existence; that Vancouver twice passed it by without a sign of recognition; and that it was left to the American, Captain Jonathan Winship, in an American vessel, with an American crew, to discover the Bay in 1806, when temporarily in the service of the Russian American Company.

VOYAGES OF BELCHER, WILKES, KELLETT,
1837-'45.

After the discovery of Humboldt Bay by Winship, and the decrease of the sea otter catch after 1812, there was no voyage of exploration along the Oregon or California Coast. In October, 1837, Captain Sir Edward Belcher, R.N., when leaving Nootka Sound, proposed to enter the Columbia River, and then coast southward to San Francisco. Adverse weather, however, compelled him to keep his offing, and make the best of his way to San Francisco.

In the fall of 1841, Capt. Charles Wilkes, U. S. Navy, commanding the United States Exploring Expedition, 1838-41, left the Columbia River after the loss of the Peacock on the bar of the Columbia, and in his narrative regrets that he had not an opportunity to examine the Coast south of the Columbia River more particularly. He says it is high and mountainous, and he obtained soundings "in from thirty to forty fathoms water, about fifteen or twenty miles from the land." * * * "No ports exist along any part of it, that are accessible to any class of vessels, even those of but very small draught of water; and the impediment that the constant and heavy surf offers, along the whole Coast, to a landing in boats, makes this part of our territory comparatively valueless in a commercial point of view. Along a great part of it is an iron-bound shore, rising perpendicular from the water." The general chart which is placed in the volume of the text, gives the name Bay of "Trinidad" to the long, shallow bight between his Smith River, in latitude $41^{\circ} 45'$, and Cape Mendocino, in $40^{\circ} 12'$.

In September, 1846, Captain Henry Kellett, R. N., in the Herald, left the Strait of Fuca, and approached the land near Cape Mendocino.

It may be also mentioned in this place, that Findlay's valu-

able "Directory for the Navigation of the Pacific Ocean," 1851, has no reference to Humboldt Bay.

Addendum : March 29, 1890.

THE REDISCOVERY OF THE BAY BY LAND, IN 1849.

We may assume that after Winship's discovery of the Bay of Resánof, other Russian vessels and sea otter parties visited it. Nevertheless, it remained practically unknown until the country came into the possession of the United States. On the 5th of November, 1849, Dr. Josiah Gregg and a party of miners left their camp on the headwaters of the Trinity River, to search for a communication with the ocean, and to find a large bay reported to them by the Indians. They searched the Coast at the mouth of Little River ; traveled northward to Trinidad Bay, and then southward, reaching Mad River * and Humboldt Bay on the 20th of December. The Bay they named Trinity. They next discovered and named Eel River. The party divided, and one part reached the Sacramento Valley and the other the Sonoma Valley.† It is said they kept the discovery secret, intending to go back to the Bay in the Spring.

THE REDISCOVERY OF THE BAY BY SEA, IN 1850.

In March, 1850, several vessels, not knowing of the above discovery by land, left San Francisco to search for the mouth of the Trinity River, and for bays between Cape Mendocino, (latitude 40° 26',) and Cape Orford (latitude 42° 50'). On the 26th of March the Schooner *Laura Virginia*, Captain Ottinger (United States Revenue Cutter Service,) discovered from the masthead the waters and mouth of Eel River, and the waters but not the entrance to Humboldt Bay. In the latter case the channel ran out well to the northwest directly against the ocean swell and the wind, and the breakers on the south shoal

* Which they so named after the disruption of the party.

† Mr. Theodore H. Hittell : "The Discovery of Humboldt Bay," read before the California Historical Society, December 12th, 1889.

overlapped those on the north shore, presenting a continuous line of breakers along the Coast, so that it was believed no available boat entrance existed there. The vessel continued her cruise close along shore to the northward. They found Mad and Little Rivers, and anchored in Trinity Bay for some days; then examined the Klamath River, and after further search as far as Point St. George, latitude $41^{\circ} 47'$, returned to Trinidad Bay, where she again anchored for some days. Another search for the entrance to Humboldt Bay was first made by land, and the party reached the channel at the end of the north point. Some days afterward the schooner anchored off the south breakers abreast the southern point. On the 13th of April Captain H. Buhne, then second officer, with a boat from the schooner attempted a passage through the south breakers. The boat was nearly swamped several times; and when almost through the Indians on the point made signals to the boat to steer northward, but she finally reached the Swash Channel under the south point, and through that entered the main channel and passed into the Bay. Buhne then ascended Red Bluff, and saw clearly the direction of the channel between the two lines of breakers, and a smooth bar outside. The schooner again went to the northward for four or five days, and on her return Buhne went out to her through the channel, sounding in nearly four fathoms of water on the bar, and piloted her into the harbor and to an anchorage off Humboldt Point.*

It was this party who gave the present name to Humboldt Bay, after a discussion whether it should be called by that name or after Buhne.

* From conversations with Captain Buhne, who has piloted on Humboldt Bay since his first entrance of the Bay. March 29, 1890.

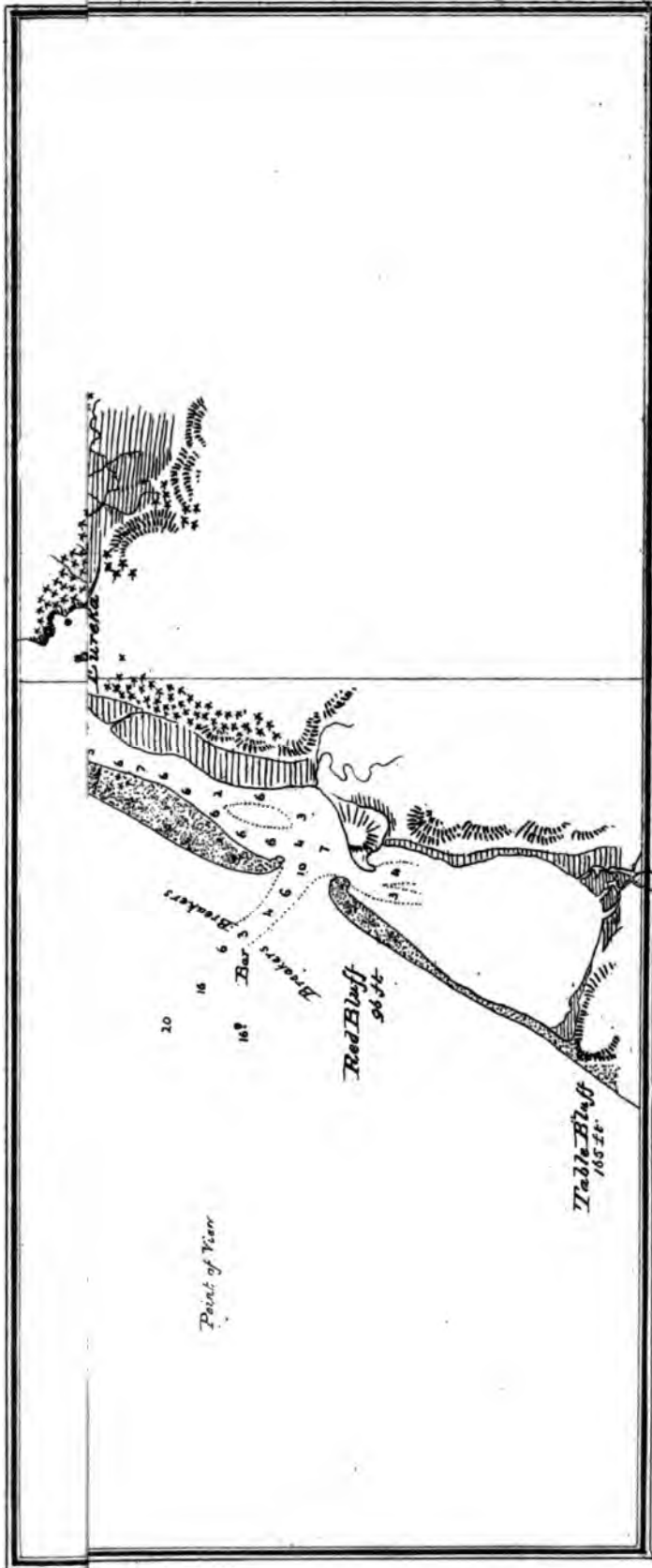
THE END.

This paper was read before the California Historical Society on March 10th, 1891.

Ray Davis
1890

2





Point of View

Breaker & Breakers
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18
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Red Bluff
94 ft.

Table Bluff
165 ft.

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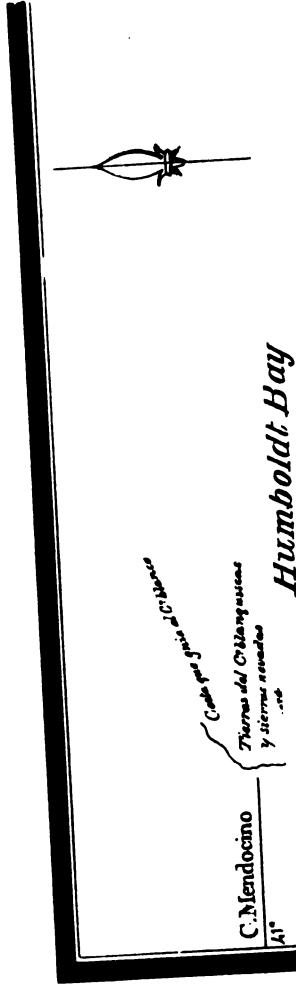
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C. Mendocino
41°

Calle que sigue al C. Maipo
Thermal del C. Maipo
y tierras secas

Humboldt Bay

The coast line from

Vizcaino's Exploration

January 1603.

Erasmus Davis
1890.

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